

FID# 362

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET
SECURITY INFORMATION

25X1A

COUNTRY USSR (Ukrainian SSR)

REPORT NO.

SUBJECT Uzhgorod Airfield

DATE DISTR. 26 August 1953

NO. OF PAGES 4

DATE OF INFO. REQUIREMENT NO. PLACE ACQUIRED

REFERENCES

25X1A

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1X

25X1X

SOURCE:

--	--

25X1A

1. The Uzhgorod (N 48-38, E 22-16) civilian airfield (see diagram, page 2) was located one kilometer northwest of Uzhgorod on the Uzhgorod-Jenkovec (N 48-39, E 22-13) road, just north of the Ug River.
2. The airfield (see diagram, page 3) was 700 meters long east to west and 500 meters wide north to south; it was trapezoidal in shape. The level surface (natural drainage) was grass-covered except for the concrete runway and apron. There were no obstructions. I recall no technical facilities except runway lights. There were no hardstands or revetments. There was no POL dump on the field; all aircraft were serviced by trucks which came from Uzhgorod. The field had no defense installations and no training schools.
3. Other than two or three PO-2s there were no aircraft based at this field. These PO-2s were parked on the south side of the bombed-out building (see point 3 in diagram, page 3). Passenger aircraft, which landed at the field for only short periods, parked on the east side of this building to take on or let off passengers. The field was used by airlines which made flights to Kiev (N 50-27, E 30-32) at 1100 hours daily. The flight to Kiev took three hours with a stopover at Lvov (N 49-50, E 24-00). Twice each week there were flights to Vienna and Budapest.
4. Weather conditions in the area were generally quite good. There was very little snow during the winter months, and the runways were always kept cleared. Winds were prevailing east-northeast.

SECRET

STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI	#	AEC					
-------	----	------	----	------	----	-----	----	-----	---	-----	--	--	--	--	--

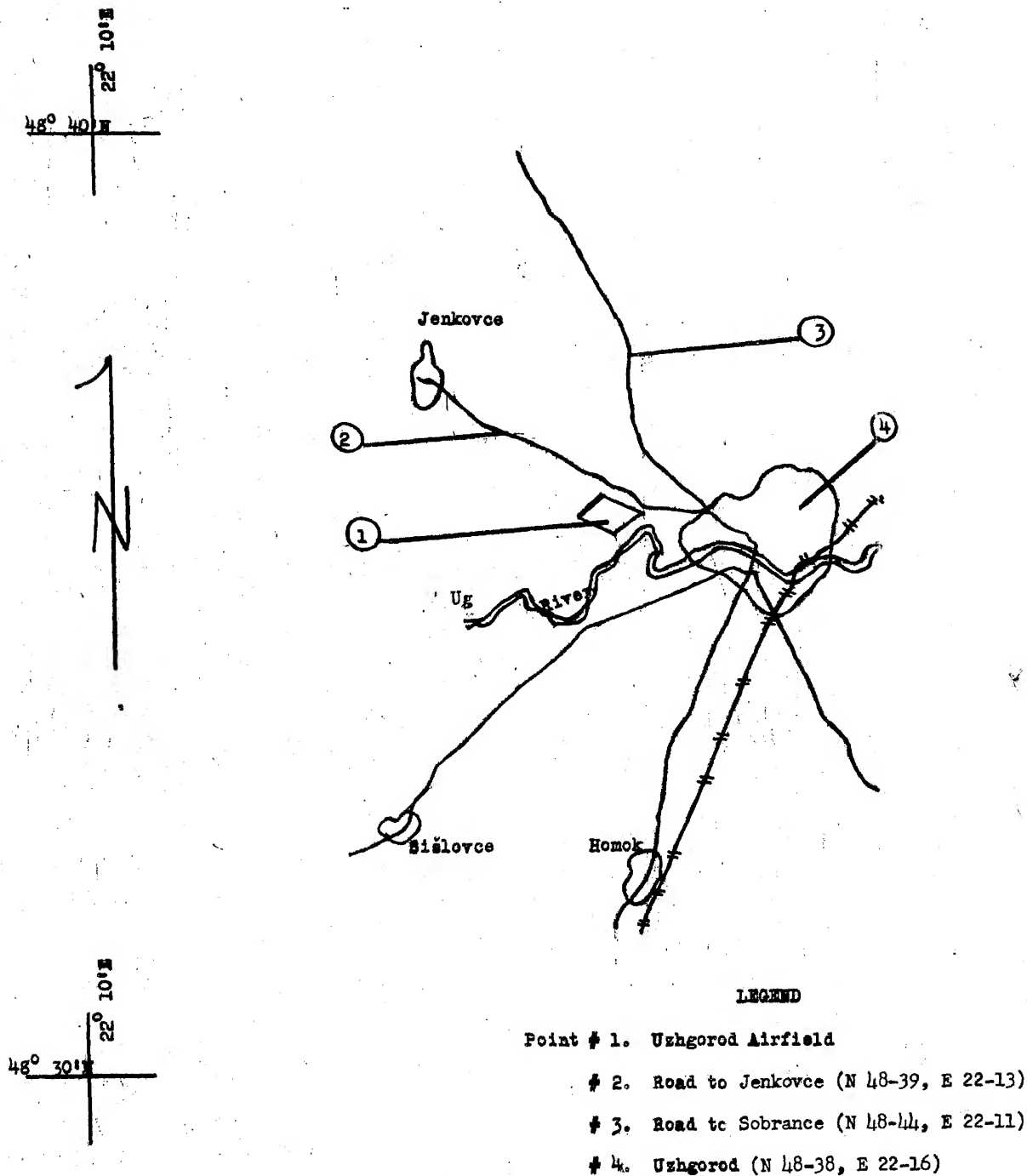
(Note: Washington Distribution Indicated)

25X1

SECRET

- 2 -

Pinpoint Location of Uzhgorod Airfield; Overlay of Uzhgorod
Sheet W-16 GSGS 4416 1:100,000

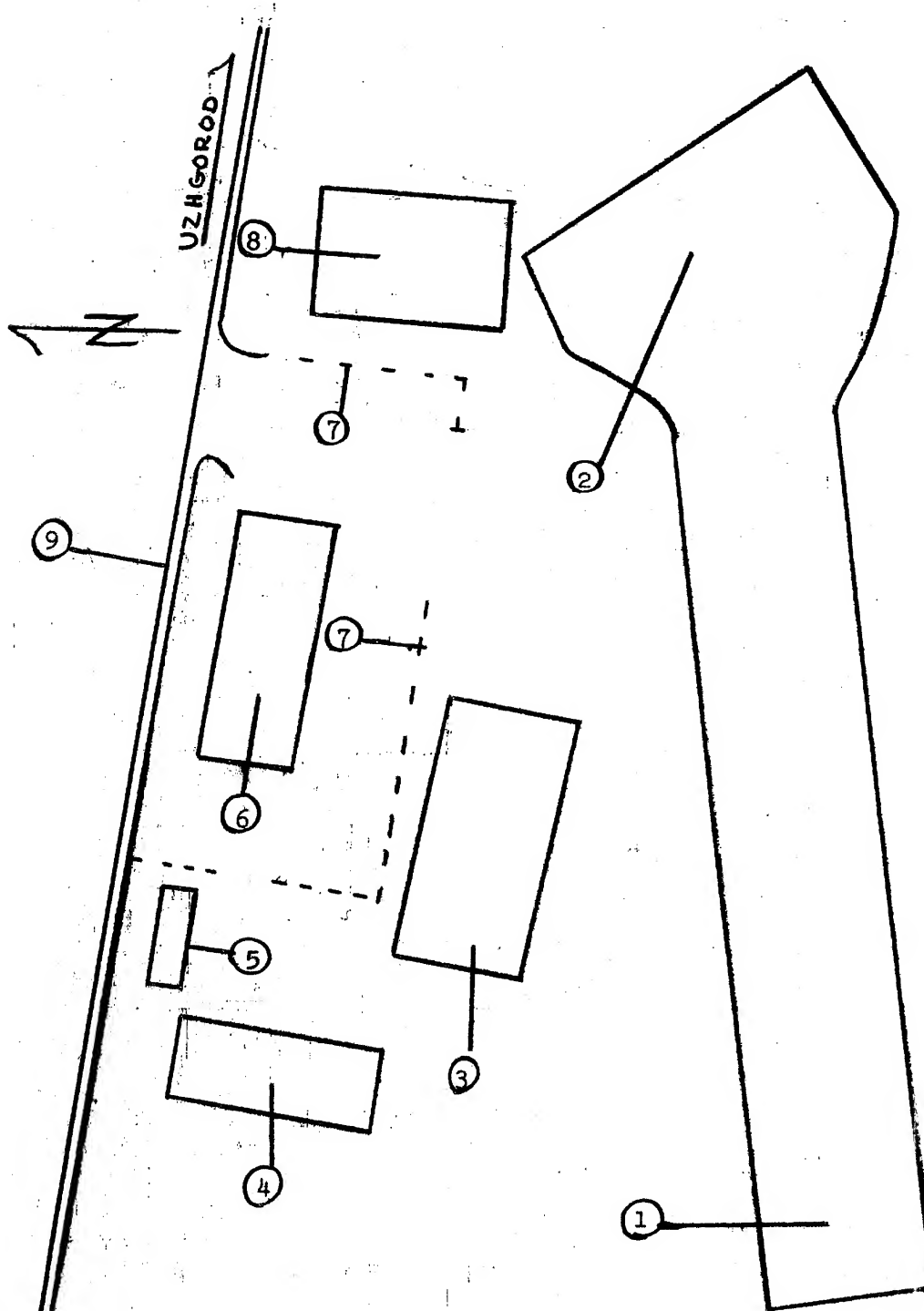


SECRET

SECRET

- 3 -

Source's Memory Sketch of Uzhgorod Airfield



SECRET

SECRET

- 4 -

Legend to Diagram, Page 3

- Point # 1. Runway: concrete, 300 m. long, northeast to southwest.
Only runway on the airfield.
- # 2. Apron: concrete, dimensions unknown, used for pre-take-off run-up.
- # 3. Bombed-out Building: dimensions unknown.
- # 4. Wooden Building: one story, 12 x 5 x 4 m.; contents and purpose unknown.
- # 5. Building: wooden, one story, 8 x 4 x 4 m.
- # 6. Terminal Building: two story, brick, 20 x 10 x 8 m., contained ticket office, passenger room, restaurant on first floor and various technical offices on second floor. This building was open only two hours prior to take-offs and landings, after which it was closed.
- # 7. White Picket Fence.
- # 8. Bombed-out Building.
- # 9. Cobblestone Road: 6 m. wide; passengers travelled by bus or taxi.

SECRET